

## Sub-Allocated Programs

Sub-allocated programs utilize transportation funds provided under the Transportation Equity Act of 21<sup>st</sup> Century (TEA-21). These programs include the Off-System Bridge (BRO), On-System Bridge (BRM), Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Program (STP) and Transportation Enhancement (TE). The Missouri Department of Transportation (MoDOT), through its planning and programming functions in the General Headquarters and 10 district offices, administer the respective programs. Projects under these programs are typically funded on an 80 percent federal-match / 20 percent local-match basis. These funds are only provided through this act, which ends September 30, 2003. As more information is known about the funding of the new act, recommendations will be made to the Missouri Highways and Transportation Commission (MHTC) on each of these programs.

Information on these programs can be found in the Local Public Agency Manual on MoDOT's web site at <http://www.modot.org>.

### **Off-System Bridge Replacement and Rehabilitation Program (BRO)**

MoDOT administers the BRO program to Missouri counties. TEA-21 requires that at least 15 percent and no more than 35 percent of the state's total bridge appropriation be allocated to the counties for use on off-system bridges. The MHTC allocated 15 percent of bridge funds to this program through September 30, 2003. Off-system bridges are bridges on roads that are functionally classified as a local road or street and rural minor collectors.

The following figures are estimates of the federal allocations of the BRO program for the current transportation act. The total BRO program allocation is \$22 million.

District 1	\$4,057,000	District 2	\$3,886,000
District 3	\$2,854,000	District 4	\$1,950,000
District 5	\$1,807,000	District 6	\$ 789,000
District 7	\$1,926,000	District 8	\$1,197,000
District 9	\$ 829,000	District 10	\$2,675,000
Statewide Inspections	\$ 500,000		

The funding distribution and program requirements for this program may change due to the reauthorization of the next transportation act. Following the reauthorization, MHTC will determine the funding distribution for this program. MHTC's funding decisions will be dependent upon the ongoing assessment of this program.

### **On-System Bridge Replacement and Rehabilitation Program (BRM)**

MoDOT administered this program by allocating bridge funds to the Kansas City and St. Louis MPOs and to cities with a population between 5,000 and 200,000 through the life of TEA-21. On-system bridges are bridges on roads that are functionally classified as urban collectors, rural major collectors and arterials.

The estimated BRM allocation is \$6.8 million. The funding distribution and program requirements for this program may change due to the reauthorization of the next transportation act and MHTC direction. Following an assessment, MoDOT is considering terminating this program because of the lack of activity in expenditures. These unutilized funds would then be distributed statewide.

### **Surface Transportation Program (STP) to Transportation Management Areas**

The STP is the most flexible funding allocation among the sub-allocation programs. Any type of transportation project included in 42 U.S.C. Sec. 133, including pavement preservation, bridges, highway expansion, congestion mitigation, safety, environmental mitigation, transit and pedestrian facilities is eligible for STP funds. Projects for roads functionally classified as local or rural minor collectors are not eligible for these funds. However, all bridges are eligible, regardless of their functional classification.

TEA-21 mandates a portion of Missouri's STP funds be used inside the Transportation Management Area (TMA) boundaries. TMAs are metropolitan planning organizations for communities with a population greater than 200,000. These funds are commonly known as STP-attributable funds.

As the metropolitan planning agency, the TMA identifies needs that will address regional transportation issues. Additionally, local and state agencies identify transportation needs within the TMA boundary. The TMA works in coordination with the state and local agencies to define the scope of projects, to address the regional need and to identify the appropriate project sponsor. Any agency, state or local, that wants to sponsor a project submits an application to the TMA. Projects that MoDOT sponsors compete with all other applications for STP-attributable funding using the TMA-defined prioritization process.

The estimated STP allocation for the TMA's is \$41million. This figure includes the small urbanized areas (populations between 5,000 to 200,000) within District 4 (Kansas City area) and District 6 (St. Louis area) boundaries. The funding distribution and program requirements for this program may change due to the reauthorization of the next transportation act.

### **Surface Transportation Program to Small Urbanized Areas (Populations 5,000 to 200,000)**

The MHTC annually allocated a portion of Missouri's STP funds for distribution to cities with population between 5,000 and 200,000 located outside the urban boundary through the life of TEA-21. These funds, commonly known as STP-nonattributable, were distributed based on population.

The estimated STP Small Urbanized allocation is \$3.1 million. The funding for this program was not federally mandated through TEA-21, but it may be affected by the reauthorization of the next transportation act. Following the reauthorization, MHTC will set the funding distribution for this program. MHTC's direction on setting funding will be dependent upon the ongoing assessment of this program.

### **Congestion Mitigation and Air Quality (CMAQ)**

CMAQ funding levels and eligible work types are established by FHWA and the Environmental Protection Agency. The basic premise behind these funds is to reduce transportation-related emissions. Any project using this type of funding must be either located within the non-attainment or maintenance area boundary, or be in close proximity with emissions benefits realized mainly within the boundary. Examples of projects eligible for CMAQ funding are signal coordination, transit services, intelligent transportation systems, alternative fuel programs, bike/pedestrian facilities, rideshare programs, programs to educate the public about ozone issues, construction of high occupancy vehicle lanes and congestion management systems. Additional examples of eligible projects are listed in 42 U.S.C. Sec. 7408(f)(1). Highway capacity expansion projects are not eligible for these funds. A CMAQ guidance booklet is available at <http://www.fhwa.dot.gov>.

The State Implementation Plan (SIP) is created for each region of the state to identify specific measures the region will use to comply with the Clean Air Act. These measures are considered CMAQ projects for the region. Additional suggestions for measures to reduce transportation-related emissions can be made by local and state agencies.

The TMAs are designated as the local air-planning agencies. Therefore, MoDOT has delegated the CMAQ project selection to the TMA in the non-attainment or maintenance region. Any agency, state or local, that wants to sponsor a project submits an application

to the TMA. Projects that MoDOT sponsors compete with all other applications for CMAQ funding using the TMA prioritization process.

The TMAs use similar, but not identical, processes to select CMAQ-funded projects. Their selection criteria include emissions reductions, inclusion in the SIP and cost-effectiveness. After the TMA board has approved the selected project list, it is submitted to MoDOT's Transportation Program Management unit for inclusion in the Statewide Transportation Improvement Plan.

The estimated CMAQ allocation is \$22 million. The funding distribution and program requirements for this program may change due to the reauthorization of the next transportation act.

### **Surface Transportation Program - Enhancement**

The Transportation Enhancement (TE) program is funded through TEA-21. TEA-21 requires 10 percent of a state's STP funds be set aside for TE activities through September 30, 2003.

The estimated Transportation Enhancement allocation is \$17.5 million. The funding distribution and program requirements for this program may change due to the reauthorization of the next transportation act. Following the reauthorization, MHTC will determine the funding distribution for this program. MHTC's funding decisions will be dependent upon the ongoing assessment of this program.